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Report of the Inland Transport Committee on its eighteth session

Addendum

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Annex I

High-level Policy Segment on "Intermodality: The key to sustainable transport and mobility"

I. Introduction

1. Transport ministers from Africa, Asia, Europe and the Middle East, over 250 participants from 63 countries and the heads of inland transport organizations met at the high-level policy segment of the eightieth session of the Inland Transport Committee (ITC) on "Intermodality: The key to sustainable transport and mobility" (Salle XII, Palais des Nations, 20 February 2018, Geneva).

II. Opening

2. Ms. Olga Algayerova, Executive Secretary of ECE, opened the meeting and launched the road safety policy-making tool Safe Future Inland Transport Systems (SafeFITS). Statements followed from Mr. Yuwei Li, Director of the ECE Sustainable Transport Division, Mr. Umberto De Pretto, Secretary-General of the International Road Transport Union (IRU), and Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety.

3. SafeFITS was developed by ECE to improve road safety by supporting knowledge-based decision making in transport policy. The primary objective is to assist governments and decision makers to identify the most appropriate road safety policies and measures, allowing them to simulate the impact and effectiveness of different policies based on real-world data. SafeFITS was piloted in Albania and Georgia following the draft recommendations of Road Safety Performance Reviews undertaken in both countries.

III. High-level panels

4. The discussions were moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum (ITF).

A. Panel I: Intermodality leads to sustainability

5. Panel I discussed a holistic approach to sustainable transport and mobility across transport modes to achieve the Sustainable Development Goals. Special attention was given to governance, the need for international coordination and harmonization and identifying the distinct advantages of intermodality in single-mode approaches and initiatives.

6. Keynote speeches were delivered by His Excellency Mr. Peter Gašperšič, Minister of Infrastructure of Slovenia and Ms. Maria Magdalena Grigore, Vice-Minister of Transport of Romania. Panel presentations followed from Mr. Matthew Baldwin, Deputy Director General, Directorate-General for Mobility and Transport (DG MOVE), European Commission; Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean-Pierre Loubinoux, Director-General, International Union of Railways (UIC) and Ms. Nancy Vandycke, Coordinator, Sustainable Mobility for All (SuM4All), World Bank.

7. Interventions followed from:

- Her Excellency Ambassador Elisabeth Laurin, Permanent Representative of France;
- His Excellency Ambassador Ulrich Seidenberger, Deputy Permanent Representative of Germany;
- Mr. Sergey Andreev, Deputy Director, International Cooperation Department, Ministry of Transport of the Russian Federation;
- Ms. Ermelinda Meksi, Deputy Coordinator, Economic and Environmental Activities, Organization for Security and Cooperation in Europe (OSCE);
- Mr. Tadeusz Szozda, Chair, Committee of the Organization for Cooperation between Railways (OSJD);
- Mr. François Davenne, Secretary-General, Intergovernmental Organization for International Carriage by Rail (OTIF).

B. Panel II: Intermodal freight transport and connectivity

8. Panel II reviewed innovative solutions aimed at facilitating trade and optimizing inland transport vehicle movements and logistics operations across various modes, internationally and at the city level.

9. Keynote speeches were delivered by His Excellency Mr. Abdalla Mohamed Obaid Balhaif Alnuaimi, Minister of Infrastructure Development of the United Arab Emirates and Mr. Jumageldi Garayev, Deputy Minister of Motor Transport of Turkmenistan. Panel presentations followed from Mr. Sandagdorj Erdenebileg, Chief, United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS); Mr. Umberto De Pretto, Secretary-General, International Road Transport Union (IRU); and Mr. Ralf-Charley Schultze, Chair, International Union of Combined Road-Rail Transport Companies (UIRR).

10. Interventions followed from:

- Mr. Andriy Galushchak, State Secretary, Ministry of Infrastructure of Ukraine;
- Mr. Mamadou Ibrahima Lo, Director of Cabinet, Ministry of Infrastructure, Land Transport and Opening up of the Republic of Senegal;
- Mr. Eric Bouwmeester, Deputy Head International Affairs, Ministry of Infrastructure and Water Management, the Netherlands;
- Mr. Michael Christides, Secretary-General, Organization of the Black Sea Cooperation (BSEC);
- Mr. Erik Evtimov, Deputy Secretary-General, International Rail Transport Committee (CIT);
- Mr. Òscar Oliver, Centre for Transportation Studies for the Western Mediterranean (CETMO).

C. Panel III: Intermodal passenger mobility

11. Panel III focused on smart solutions across various modes for managing mobility for passengers in increasingly dense urban environments, including public transport and smart individual mobility.

12. Keynote speeches were delivered by His Excellency Mr. Arkhom Termpittayapaisith, Minister of Transport of Thailand and Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana. Panel presentations followed from Mr. Gery Balmer, Vice-Director and Head of the Policy Division of the Federal Office of Transport of Switzerland, Mr. Dionisio González, Director of the International Association of Public Transport (UITP), Ms. Karen Vancluysen, Secretary-General of POLIS, and Mr. Henry Gourdji, Head of Strategic Planning, Coordination and Partnerships Office of the International Civil Aviation Organization (ICAO).

13. Interventions followed from:

- His Excellency Mr. Ali Hammoud, Minister of Transport of Syria;
- Mr. Viktor Zhukov, Deputy Chair of OSJD Committee;
- Ms. Bronwen Thornton, Development Director, WALK21.

IV. Main insights

A. Panel I: ITC - Gateway to promote connectivity

14. Participants agreed that a seamless combination of different modes of transport for passengers and freight makes transport safer, more efficient, and often faster and less costly. The debate focused on achieving a holistic approach to inland transport that facilitates and encourages intermodality, a multifaceted challenge that cannot be tackled at the level of infrastructure solutions alone or be isolated at the national or local level. Discussions evolved around questions of policies, and the opportunities and challenges that innovation and new technologies create. It emerged that intelligent transport systems could be another facilitator of intermodal freight transport and passenger mobility. Connecting infrastructure, vehicles and users optimizes the flow of information, and traffic and mobility management. The technological innovation could enhance connectivity and therefore facilitate intermodal transport operations, by improving their environmental footprint.

15. Another overarching theme in this framework is traffic safety for all inland modes. How can this be best achieved? After all Sustainable Development Goal target 3.6 calls for halving of the number of global deaths and injuries from road traffic crashes by 2020, and Sustainable Development Goal 11.2 aims to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of the vulnerable, such as women, children, persons with disabilities and older persons.

16. His Excellency Mr. Peter Gašperšič, Minister of Infrastructure of Slovenia, discussed the country's "Transport Development Strategy" adopted by the Government in 2015, and the "Resolution on the National Programme for the Development of Transport of the Republic of Slovenia" adopted in 2016 by the Government and the National Assembly. The resolution is based on the extensive study of traffic flows and involves 108 new measures including significant recurring infrastructure development funding. Intermodality is one of the crucial pillars for both documents, which, combined, aim to provide better and more sustainable mobility at a better cost, and with a wider area of coverage.

17. Ms. Maria Magdalena Grigore, Vice-Minister of Transport of Romania, emphasized that intermodality and interoperability provide the guarantee of an efficient transport with benefits for the whole economy. The development of competitive international transport corridors can contribute both to intermodality and to the implementation of a digital

logistics system, an efficient and sustainable logistics. The Government of Romania pays special attention to the development of regional cooperation in the field of freight transport and the Ministry of Transport will act to implement the initiative on the Black Sea - Caspian Sea freight corridor project. The development of the transport sector must take into account the necessary connections to the European Union but also other regions, including towards Asia.

18. Mr. Matthew Baldwin, Deputy Director General of DG MOVE, informed the participants that the Commission had declared 2018 as the "Year of Multimodality". Driven principally by the powerful force of digitalization both for passengers and freight, the Commission saw great promise in delivering improved multimodality in order, inter alia, to reduce CO_2 emissions, road congestion and air pollution. But it also considered it important to examine the factors which have *prevented* multimodal operations from assuming a more prominent role at the European and global levels. Mr. Baldwin acknowledged that ITC provides a useful forum for discussion of this important topic, and ensures that safe and sustainable operation of inland transport is strengthened in the new global framework of the United Nations Sustainable Development Goals.

19. Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety, focused on the connections between intermodality on road safety. "As the demand for mobility and transport continue to rise, intermodality must become an essence of transport if we are to build more sustainable transport system." Mr. Todt went on to say, "when we consider the expansion of public transport, the impact could be tremendous" citing estimates that when public transport increases from 10 to 20 per cent, traffic fatalities drop by 15 per cent.

20. Mr. Jean-Pierre Loubinoux emphasized that to meet the challenges of sustainable mobility intermodality, it is important to further develop international transport corridors for freight and passengers. It is also crucial to continue joint projects on standardization issues, thus highlighting the important role of the enhanced involvement of UIC in the work of ITC and its subsidiary bodies. It is also crucial to meet new challenges on safety and security.

21. Ms. Nancy Vandycke, Coordinator, presented the plan of Sum4All to bridge the "Transport We Have" with the "Transport We Want", in order to meet the ambitious goals of the 2030 Agenda for Sustainable Development. Through its four global goals (universal access, efficiency, safety, and green), Sum4All in partnership with key transport stakeholders, including ITC published in 2017 the Global Mobility Report, the first-ever assessment of the transport sector globally, and its contribution to a sustainable future. The next step would be the Global Road Map of Actions, a menu of actions that is informed by data and international agreements to assist countries in achieving sustainable mobility. ITC is actively engaged as a co-lead in the efficiency and safety working groups.

B. Panel II: ITC - Platform to link regulators and innovators: Technologies for sustainable mobility

22. Participants agreed that innovation in transport has revolutionized intermodal freight transport and connectivity, changing everything from the way goods move, supply and demand meet each other, services are paid, to how transport legislation is designed. Digitalization and e-docs in transport are already happening and are improving intermodal efficiency and governance. They also open new horizons for service provision, and for leapfrogging development stages. Accelerating the pace of the successful introduction of innovations in infrastructure, vehicles and mobility management will make intermodal transport safer and seamless.

23. Infrastructure enabling intermodal connectivity is an important first step, but connecting services and facilitating the crossing of borders both for businesses and for people must be kept in mind. Land-locked developing countries suffer higher costs in their trade due to transit and border crossing bottlenecks, and intermodality has a lot to contribute to help communities and economies connect with global supply chains.

24. His Excellency Mr. Abdalla Mohamed Obaid Balhaif Alnuaimi, Minister of Infrastructure Development of the United Arab Emirates (UAE), explored how the country, in agreement with its neighbours, had diversified its transport with significant new rail development. With 264 kilometres of new rail, UAE had removed about 1,000 trucks from their roads, making transport in the country safer and more environmentally friendly. However, he stressed that it would be a mistake to only look at old modes of transport when considering intermodality, as new means of transport are constantly on the horizon. He went on to stress the development of drones, and while they are not carrying heavy cargo now, the technology is developing fast.

25. Mr. Jumageldi Garayev, Deputy Minister of Motor Transport of Turkmenistan, noted that in line with the general policy of Turkmenistan, based on the principles of positive neutrality and aimed at developing a broad international cooperation, Turkmenistan had initiated three General Assembly resolutions in the field of transport, the latest on "Strengthening the links between all modes of transport to achieve the Sustainable Development Goals" (A/RES/72/212), adopted on 20 December 2017. Furthermore, he stressed that in recent years, Turkmenistan had implemented major regional and transcontinental projects. He emphasized that progress in sustainable transport contributes to all the goals of sustainable development and welcomed the work of the Committee to help achieve the Sustainable Development Goals.

26. Mr. Umberto De Pretto, Secretary-General, International Road Transport Union (IRU) stressed that multi-modality is not important in itself, but rather because it can be used to find the most efficient and cheapest option for shipping, thus expanding logistic chains and using stretched infrastructure to the best possible effect. Mr. De Pretto made the case for intermodality, by showcasing a 5-day saving in time when using TIR along an intermodal trade corridor linking Europe to the Middle East. Mr. De Pretto further highlighted the benefits of eTIR and eCMR in deploying digitalization in freight transport and the benefits for intermodality.

27. Mr. Sandagdorj Erdenebileg (UN-OHRLLS) emphasized the importance of intermodality and transport in general for the landlocked developing countries (LLDCs), who face special challenges and needs due to their geographical position and isolation from world markets. As a result of these challenges, the level of development of LLDCs is about 20 per cent lower than it would be if they were not landlocked. One of the specific objectives of the Vienna Programme of Action is to significantly improve intermodal connectivity with the aim of ensuring efficient intermodal transfers. The achievement of the Sustainable Development Goals can only be successful if attention is paid to the most vulnerable countries and if no one is left behind.

28. Mr. Ralf-Charley Schultze, Chair, International Union of Combined Road-Rail Transport Companies (UIRR) posited that the answer to the challenges of longer distance freight transport is intermodal/combined transport. After identifying the intermodal bottlenecks in Europe, ranging from physical bottlenecks to national rules and divergent regulatory framework and enforcement, Mr. Schultze made the case that intermodality can deliver the desired sustainable transport solutions, when the right conditions are in place.

C. Panel III: ITC - The centre of United Nations transport conventions: The benefits of internationally harmonized regulatory governance for inland transport

29. Discussions in this panel were framed by global megatrends: in 2011, the global population reached the 7 billion and, depending on changes in future fertility rates, world population is expected to surpass 8 billion people in 2030 in the low fertility scenario, and be close to 9 billion in the high fertility scenario. In addition to population growth, the world experiences high levels of urbanization and accelerating migration. The global urban population is now close to 3.9 billion and is expected to reach 6.3 billion in 2050, with nearly 90 per cent of the increase in the urban areas of Africa and Asia.

30. The challenge of passenger mobility is to develop sustainable urban mobility and public transport that includes cycling and walking, and the integrated services that facilitate and encourage passengers to use them. With six out of ten people expected to live in cities by 2030, it is essential to identify strategies and policies to promote sustainable urban mobility and public transport. A key component in the needed policy mix is moving away from individual motorized transport, with the objective to mitigate pollution, congestion and safety risks. Mobility as a service could be, under certain conditions, the key to achieving this objective

31. His Excellency Mr. Arkhom Termpittayapaisith, Minister of Transport of Thailand, stressed that we should not consider the shipment of goods and the transport of people differently because they will all ultimately use the same infrastructure — so their plans cannot be developed separately. To integrate transport system development, the vision "One Transport" was initiated by the Ministry of Transport of Thailand. To support seamless intermodal passenger mobility, three aspects were prioritized: passenger services to support intermodal mobility; design aspects of intermodal interchanges at railway stations, airports and ports; and universal design and additional services for passenger convenience.

32. His Excellency Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana, discussed the plans and challenges for significant infrastructure development in Ghana and emphasized that "for many countries especially those in the African continent, land-based transport are the main vehicle for growth, industrial revolution and economic activities." In this context, Ghana has begun to stimulate growth in rail and inland water transport in order to create a smarter more balanced and environmentally friendly transport system.

33. Mr. Gery Balmer, Vice-Director and Head of Policy Division in the Federal Office of Transport of Switzerland, noted that ever growing traffic is a big challenge for Switzerland. Promoting multimodal mobility can make a significant contribution to deal with this challenge. To make multimodal mobility a reality, Switzerland plans to make mobility data available, to open public transport sales systems to third parties and to encourage the stakeholders to collaborate.

34. Mr. Dionisio González, Director, International Association of Public Transport (UITP), pointed out that in developing and delivering a successful urban strategy there are five key principles: sharing the vision, effective governance and regulation, long-term political commitment, strong links with land-use planning and economic development, and a stable funding framework. No magic recipes exist but intermodality is a key component for sustainable mobility and is clearly setting priorities in terms of competitiveness, accessibility, inclusion, resilience, and gender balance. Mr. González concluded that mobility as a service, and the shared economy are the key - if we are able to find the right business model, including all the regulatory aspects – but with public transport as the backbone of metropolitan mobility.

35. Ms. Karen Vancluysen, Secretary-General, POLIS network emphasized the changing role of local authorities in transport service provision, as enablers for multimodality and intermodality. Within this context, Ms. Vancluysen highlighted the opportunities and the risks of Mobility as a Service, and in particular the role of cities in its deployment.

36. Mr. Henry Gourdji, Head, Strategic Planning, Coordination and Partnerships Office, International Civil Aviation Organization (ICAO) made the case for aviation as an enabler to achieve the Sustainable Development Goals. He emphasized the need for integrated airport and urban transport planning that is environmentally sustainable, in order to maximize the benefits to the overall socioeconomic development of countries. Sustainable hub airports include a corporate social responsibility dimension and are an integral part of intermodal sustainable mobility network.

V. Conclusions and the role of the Committee in promoting intermodality

37. Since its establishment in 1947, ITC has played a pioneering role in facilitating the international movement of persons and goods by inland transport modes and improving the competitiveness of their economies. This has been achieved primarily through promotion of the development of coherent international infrastructure networks, uniform and simplified border crossing procedures and standardized international rules and regulations for ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport.

38. Intermodality for freight and passengers is addressed by several ITC Working Parties. Promoting intermodal connectivity involves:

- Conventions facilitating international transport and mobility in road, rail, inland water and intermodal transport and transport of dangerous goods as well as infrastructure agreements (European Agreement on Main International Traffic Arteries (AGR), European Agreement on Main Inland Waterways of International Importance (AGN), European Agreement on Main International Railway Lines (AGC), European Agreement on Important International Combined Transport Lines and Related Installations (AGTC);
- other activities such as Trans-European Motorway (TEM), Trans-European Railway (TER) and Euro-Asian Transport Links (EATL) project masterplans, as well as national master plans on freight transport and logistics, and intermodal transport terminals;
- Analytical work involving workshops, research and publications on intermodality for: border crossing facilitation, sustainable urban mobility and public transport;
- Other conventions that promote service connectivity, transport and border crossing facilitation, such as the TIR Convention (1975), Harmonization Convention (1982), and eTIR.

39. On the basis of the high-level policy segment's presentations, interventions and debates, the Committee **endorsed** the outcome of the policy segment. The Committee **expressed strong support** for a holistic approach to inland transport modes, based on lessons from real world best practices in developing and deploying successful innovations that promote sustainable mobility across modes of transport, and can be of benefit to the citizens of developed and developing countries. It **agreed** that a short report of the discussions, in the form of moderator's conclusions, be annexed to the Committee's report. Finally, the Committee **requested** its subsidiary bodies to take on-board the outcomes, as deemed appropriate.

Annex II

Report of the eighth meeting of the Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations legal instruments in transport

Submitted by the Chair of the Inland Transport Committee

I. Introduction

1. The eighth meeting of the Chairs was held on 21 February 2018.

2. The Chairs and Vice-Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations transport conventions, the members of the Bureau and government delegates of contracting parties participating at the session of the Committee attended the meeting. In total, 111 representatives from 52 countries, including 18 non-ECE member States, the European Commission, and 23 Chairs and Vice-Chairs participated.

3. This year's meeting focused on further developing the strategy and the future directions of the Committee, as well as identifying the timeline for its adoption.

4. Discussions were based on Informal document No. 1. The Committee also had the opportunity to review the background report of the ECE ITC Strategy (ECE/TRANS/272 (Future)). The ministerial resolution on "Embracing the new era for sustainable inland transport and mobility" (ECE/TRANS/2017/2) of 21 February 2017 had invited the Committee to implement a strategic dialogue and to develop an ITC strategy that takes the decisions of the resolution into consideration. The Committee had welcomed and endorsed the 2017 ministerial resolution at its seventy-ninth session.

5. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

6. Participants at the restricted session agreed that the summary would take the form of the Chair's note which would be annexed to the ITC report after approval by the participating delegates in the restricted session.

II. Developing the strategy

7. Consensus emerged during the discussions on recognizing the increasing global role of the Committee and the legal instruments, and the changing global institutional and regulatory landscape. Developmental, economic and environmental challenges in transport were also recognized to be on the rise and becoming critical in many parts of the world, thus increasing the urgency for identifying the proper role for ITC.

8. A nexus of opportunities and challenges thus emerged, setting the basic parameters for needed changes in the strategic direction of the Committee, such as:

- Global agreements that drive global policies for transforming the path of development: the work of ITC should contribute and support
- Technology, for example intelligent transport systems, digitalization and automation
- The continuing road safety crisis

- Global megatrends, e.g. demographic dynamics and urbanization
- Increasing transport demand, i.e. urban environments
- Infrastructure gaps and adequate global infrastructure investment.

9. These broad dynamics could be grouped around 6 themes.

A. Institutional dimension (ITC, its subsidiary bodies and legal instruments)

10. In response to the increasingly global role of the Committee and the legal instruments, much of the discussion revolved around the legal instruments. Specifically, the opening of these instruments to all United Nations Member States, to the extent feasible, and their *universalization* were mentioned by several participants. Increasing accessions by non-ECE States and expanding the geographical focus were strongly supported. Ideas for achievement included changing the names of some conventions to better reflect their global scope and thus facilitate the accession of non-ECE countries. The development of new legal instruments on a need basis was also strongly supported. Finally, the importance of supporting an effective implementation of conventions was highlighted and complemented the discussion on increasing accessions.

11. The need to open up the ITC to non-ECE contracting parties was stressed by participants, something that could go hand in hand with even more of its Working Parties administering global conventions in the future. As a global regulatory centre of sustainable inland transport, ITC should lead proactive initiatives, and reflect it in TORs and mandates, as well change in inland transport policies, also contributing to sustainable development in the ECE region and worldwide. It was also recognized that these ideas might lead to or necessitate changes to the functioning and organization of ITC activities and of its subsidiary bodies.

12. Programmatic aspects of the work of the Committee were also briefly discussed, and pointed out the need to balance regional and global issues and priorities in the programme of work of the Committee. It was observed that at the time of the discussion, the budget and programme of work reflected mostly regional priorities.

B. Vision, mission and strategic objectives

13. The vision, mission and strategic objectives of the Committee were supported by all member States which took the floor, without objection. The need to reflect in the strategy the regional dimension of the work of ITC, to keep it in line with its existing programmatic framework and mandates, was emphasized.

14. Contributing to the implementation of the Sustainable Development Goals as a strategic objective for the Committee was supported by numerous delegations.

C. Timeline

15. There was overwhelming support that the Committee should adopt its new strategy and deliverables in 2019 (see also section D).

D. Deliverables for the eighty-first session

16. The following deliverables should be presented to the Committee at its eighty-first annual session in 2019 for adoption:

(a) ITC Strategy until 2030 (and beyond) and Action Plan/Road map;

(b) Revised Terms of Reference (ToRs) for the Committee.

E. Resources, financial strategy

17. Resources were considered important but not the main focus of the discussions. The need to step up resources and capacity in light of the needs created by the increasing number of accessions and support to high-priority areas was mentioned, as was the need to prioritize the Committee's activities against different financial scenarios of increased/stable/declining resources. One delegation proposed that the budget should reflect the regional priorities at this time.

F. Priorities

18. Most of the interventions focused on priorities. Most member States and Chairs supported existing priorities (Informal document No. 1) and some introduced new priorities:

(a) Servicing of legally binding instruments and increasing accessions, especially by non-ECE member States: The main aspects were:

(i) Management of Conventions: "keeping pace";

(ii) "Universalization" of conventions;

(iii) Expansion of geographic scope;

(iv) Road safety, including the ending of the United Nations Decade of Action, call for response to gaps and the need for a new set of goals for the next decade;

(v) Vehicle regulations;

(vi) Border crossing facilitation;

(vii) Dangerous goods;

(viii) Perishable foodstuffs;

(b) Digitalization: Database for the Exchange of Type Approval documentation, e-CMR, e-TIR;

(c) E-mobility;

(d) Regulation of autonomous vehicles: Most interventions supported a bolder approach;

(e) New legal instruments, keeping in mind the future needs of member States, not just present ones;

(f) Centre for infrastructure agreements (AGC, AGN, AGR, AGTC).

19. The following new proposed priorities (not in Informal document No. 1) were suggested by member States and Chairs during the discussion:

(a) Sustainable Development Goals on the environment: Links of ITC to most Sustainable Development Goals are distributed to various working parties. The missing areas, in need for further strengthening, include sustainable transport policy, urban and rural transport, security and social issues except road safety;

(b) Statistics;

(c) Networks and corridors: Via Carpatia and the corridors between Europe and Asia were mentioned;

(d) Call for mode-specific focuses: Different modes face different challenges – for consideration in the ITC strategy.

III. Follow-up to the eighth meeting

20. On the basis of these deliberations, the Committee **welcomed** the organization of the eighth meeting of the Chairs of the Committee's subsidiary bodies, i.e. the meeting restricted to governmental participation, on developing the Committee's strategy until 2030, and **agreed** that the summary of the discussions, in the form of the Chair's notes, would be annexed to the Committee's report after approval by the participating delegates in the restricted session.

21. In considering the ITC strategy up to 2030, the Committee **expressed its support for continuing discussion** on Informal document No. 1. To this end, it **welcomed** the discussions of the restricted session involving ECE and non-ECE contracting parties.

22. The Committee **provided guidance** to the ITC Bureau, to be assisted by the secretariat, on further developing the ITC strategy in an inclusive way and **requested:** (a) that an action plan and road map for implementation be presented for adoption at the Committee's eighty-first session in 2019, and (b) that necessary changes in the Terms of Reference and Rules of Procedure of the Committee are fully considered and presented to the Committee for adoption at the eighty-first annual session. The Committee **invited** the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted session of the eighty-first annual session of the Committee.